

FIG. 1

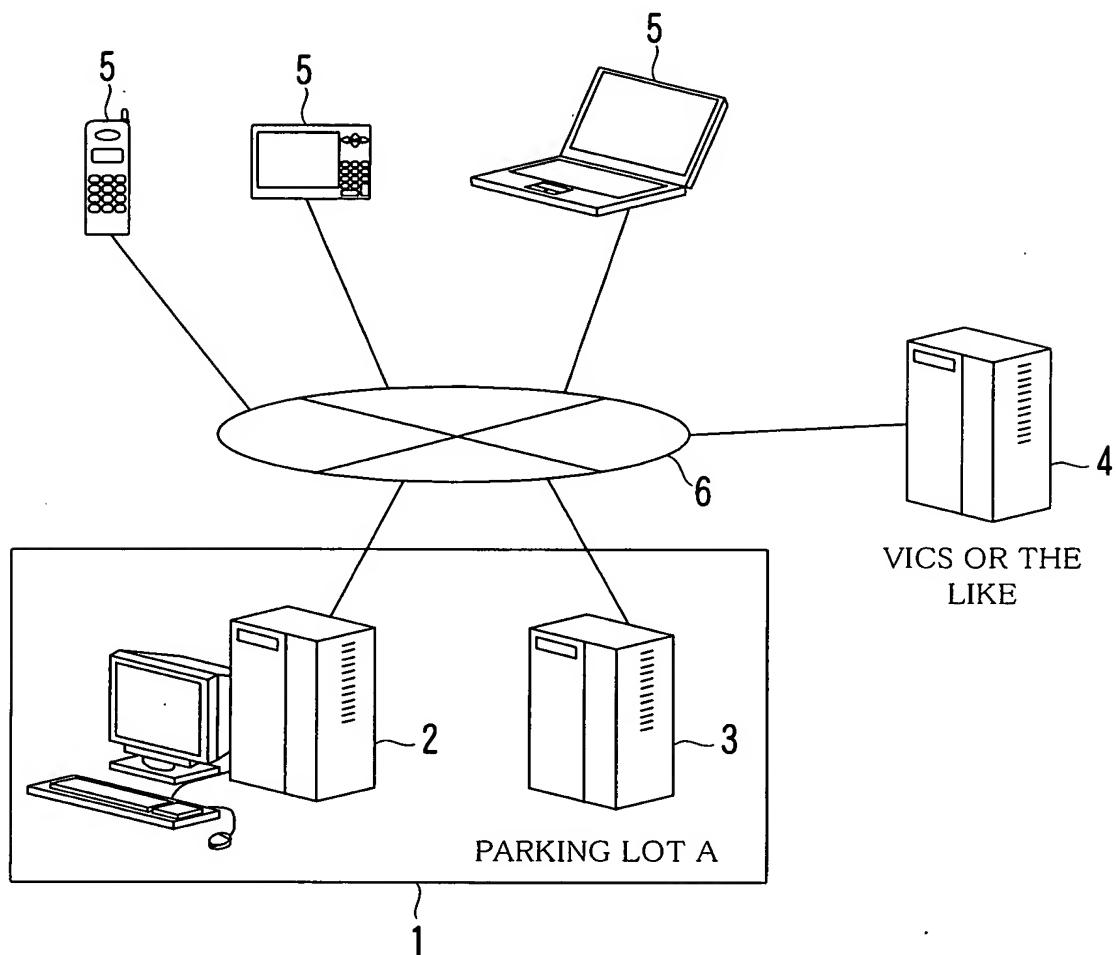
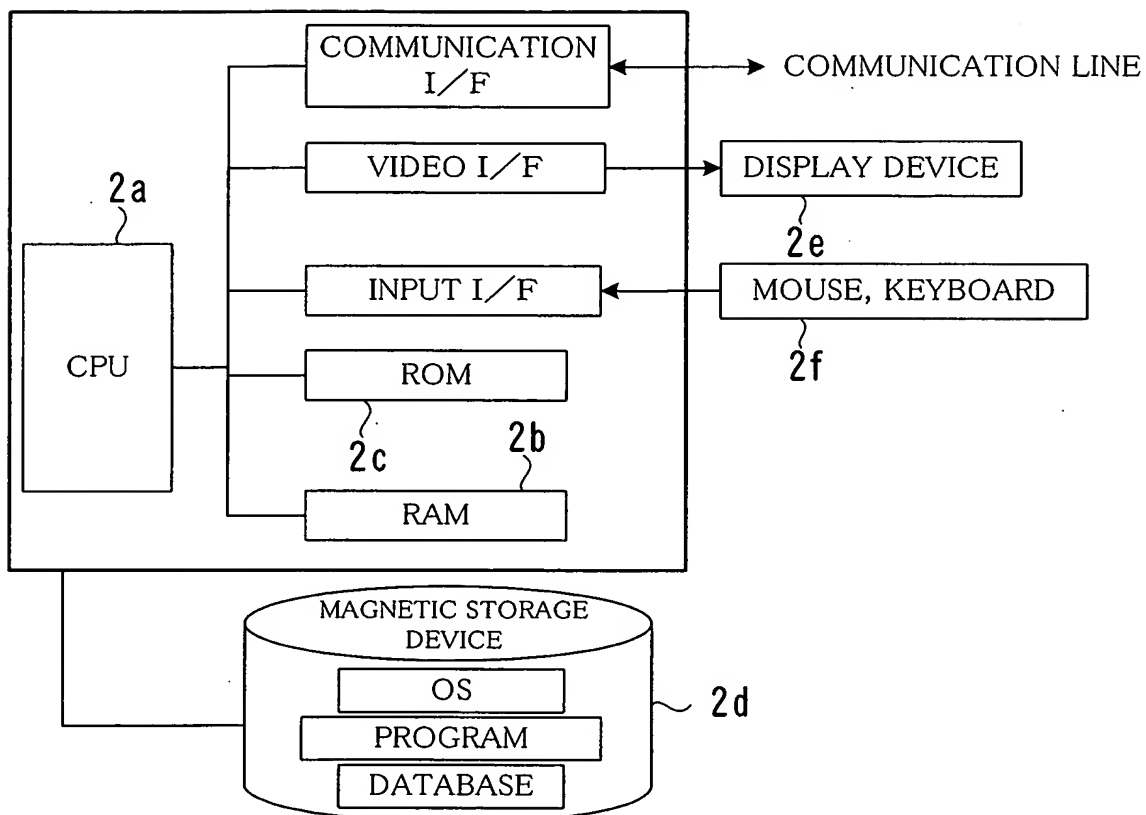


FIG.2

2



(5)

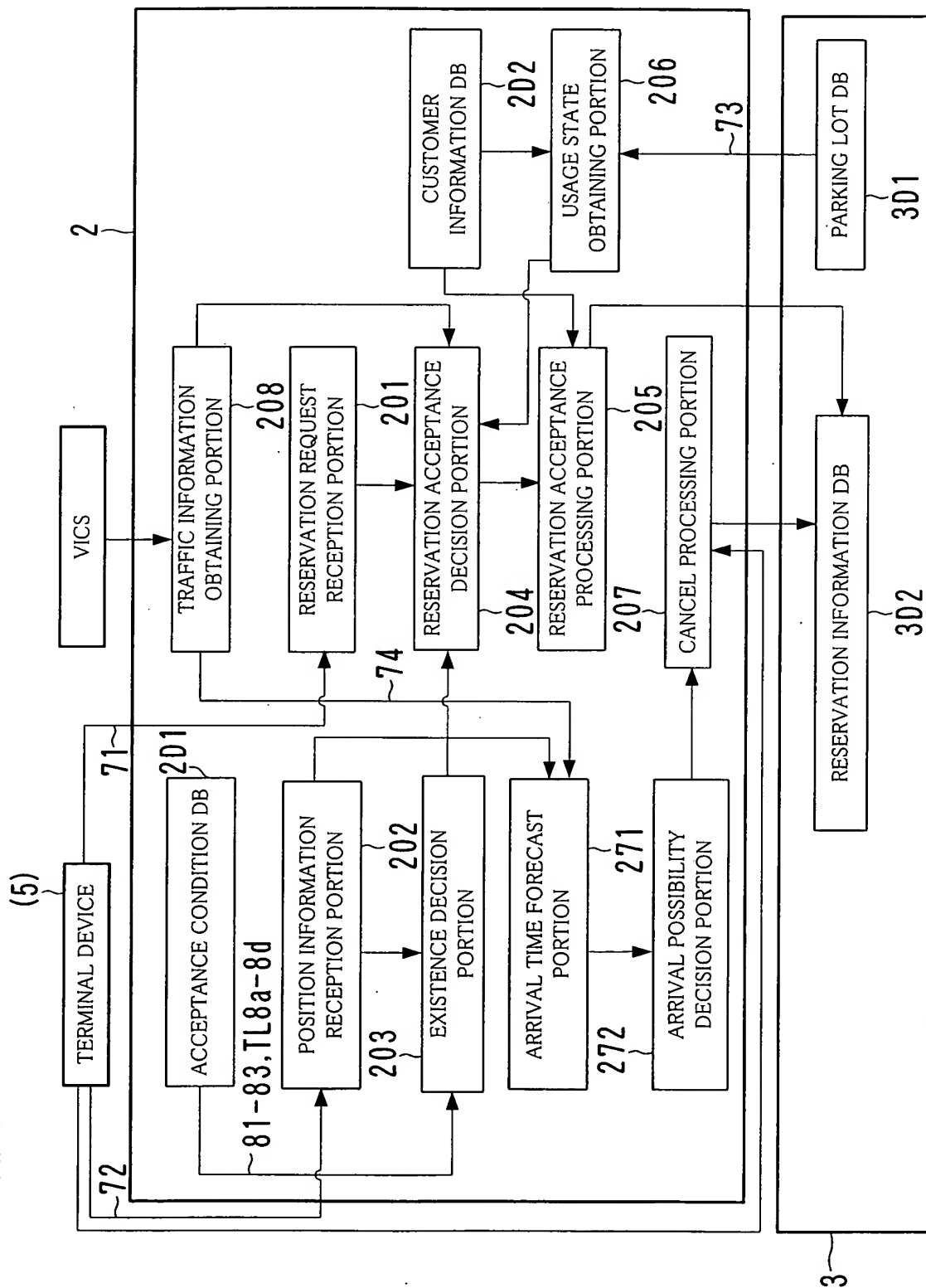


FIG.4

TL1

USER ID	NAME	LICENCE PLATE	CAR TYPE	ELECTRONIC MAIL ADDRESS	...
0001	AAA	KOBE 55 A xx-xx	X COMPANY XXX	taro@xxx.yy.com	
0002	BBB	KYOTO 33 B xx-xx	Y COMPANY YYY	jiro@aaaaa.bb.co.jp	
0003	CCC	SHINAGAWA 34 C xx-xx	Z COMPANY ZZZ	hanako@mail.xxxxx.ne.jp	
0004	DDD	NARA 56 D xx-xx	X COMPANY XXX	ichiro@abcde.zzzzz.com	
0005	EEE	SHIGA 33 E xx-xx	Y COMPANY YYY	aiko@aaaaa.bbbbb.com	
:	:	:	:	:	:
:	:	:	:	:	:

FIG.5

81(8)

CONDITION NUMBER	AREA (CONDITION)
1	(x1,y1),(x2,y2),(x3,y3),(x4,y4)
2	(x5,y5),(x6,y6),(x7,y7),(x8,y8),(x9,y,9),(x10,y10),(x11,y11)
3	SUEHIRO CHO 3-CHOME,SUEHIRO CHO 4-CHOME, SHOWA CHO 1-CHOME

FIG.6

82(8)

CONDITION NUMBER	DISTANCE (CONDITION)
1	LESS THAN 10KM
2	LESS THAN 12KM WHEN BEING ON ROUTE 2
3	LESS THAN 15KM WHEN BEING ON ROUTE 43

FIG.7

83(8)

CONDITION NUMBER	TIME UNTIL ARRIVAL (CONDITION)
1	LESS THAN 10 MINUTES
2	LESS THAN 8 MINUTES WHEN BEING ON ROUTE 2
3	LESS THAN 6 MINUTES WHEN BEING ON ROUTE 43

FIG.8

TL2

PARKING SPACE No.	STATE	AVAILABLE CAR TYPE	...
101	VACANT	BIG CAR	
102	PARKED	LIGHT CAR	
103	VACANT	MEDIUM SIZE OR LIGHTER CAR	
⋮	⋮	⋮	

FIG.9

The diagram shows a rectangular frame labeled **HG1** at the bottom center. Inside the frame, the title **PARKING LOT RESERVATION FORM** is centered at the top. Below the title are three input fields, each preceded by a label and a reference numeral **TX** with a pointer line. The first input field is for **USER ID:**, the second for **PASSWORD:**, and the third for **TIME FOR USE:**. At the bottom of the frame are two buttons: **TRANSMISSION** (labeled **BN1** below it) and **CANCEL** (labeled **BN2** below it).



FIG.10

TL3

RESERVATION ACCEPTANCE ID	USER ID	LICENCE PLATE	RESERVATION ACCEPTANCE TIME	TIME FOR USE	EXPIRATION TIME
Y0001	0001	KOBE 55 A xx-xx	09:13	2 HOURS	09:53
Y0002	0002	KYOTO 33 B xx-xx	10:05	8 HOURS	11:15
Y0003	0003	SHINAGAWA 34 C xx-xx	10:45	3 HOURS	11:25
Y0004	0004	NARA 56 D xx-xx	11:48	1 HOURS	12:18
Y0005	0005	SHIGA 33 E xx-xx	12:10	4 HOURS	13:00
∴	∴	∴	∴	∴	∴

75  
75  
75  
75  
75

FIG.11

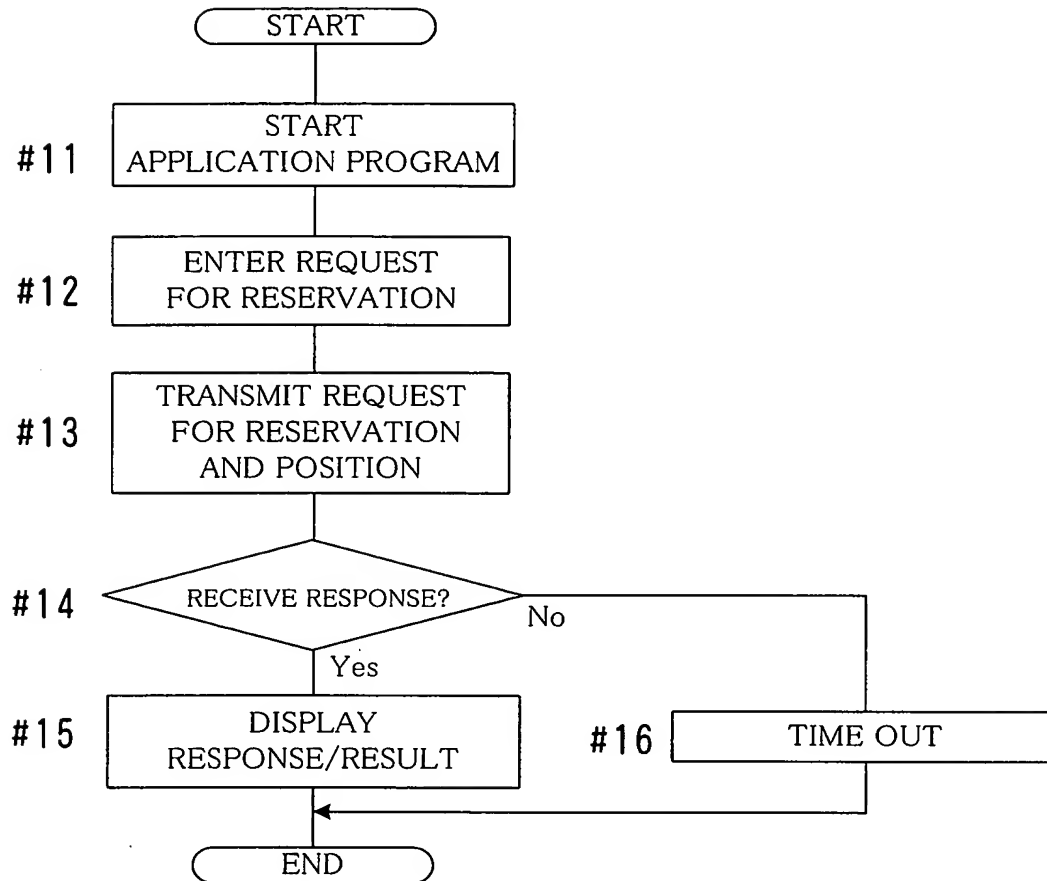


FIG.12

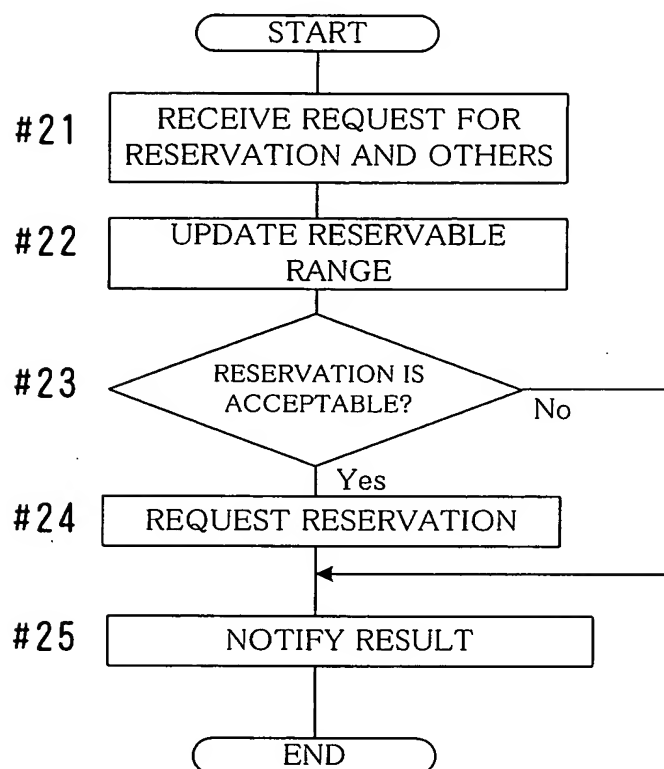


FIG.13A

TL8a

LEVEL	RATIO OF VACANCY (PARAMETER)	DISTANCE
1	UNDER 5%	LESS THAN 3KM
2	OVER 5% AND UNDER 10%	LESS THAN 5KM
3	OVER 10% AND UNDER 15%	LESS THAN 10KM
4	OVER 15% AND UNDER 20%	LESS THAN 15KM
5	OVER 20%	LESS THAN 25KM

FIG.13B

TL8b

LEVEL	TIME FOR USE (PARAMETER)	DISTANCE
1	UNDER 30 MINUTES	LESS THAN 3KM
2	OVER 31 MINUTES AND UNDER 60 MINUTES	LESS THAN 5KM
3	OVER 61 MINUTES AND UNDER 120 MINUTES	LESS THAN 10KM
4	OVER 121 MINUTES AND UNDER 240 MINUTES	LESS THAN 15KM
5	OVER 241 MINUTES	LESS THAN 25KM

FIG.13C

TL8c

LEVEL	FORECASTED DEMAND (PARAMETER)	DISTANCE
1	OVER 100 CARS/HOUR	LESS THAN 3KM
2	99-70 CARS/HOUR	LESS THAN 5KM
3	69-40 CARS/HOUR	LESS THAN 10KM
4	39-20 CARS/HOUR	LESS THAN 15KM
5	UNDER 19 CARS/HOUR	LESS THAN 25KM

FIG.13D

TL8d

LEVEL	DAY OF THE WEEK, TIME ZONE (PARAMETER)	DISTANCE
1	HOLIDAY DAYTIME (9:00-17:00)	LESS THAN 3KM
2	HOLIDAY NIGHT (17:00-21:00)	LESS THAN 5KM
3	WEEKDAY DAYTIME (9:00-17:00)	LESS THAN 10KM
4	WEEKDAY NIGHT (17:00-21:00)	LESS THAN 15KM
5	MIDNIGHT AND EARLY-MORNING (21:00-9:00)	LESS THAN 25KM

FIG.14

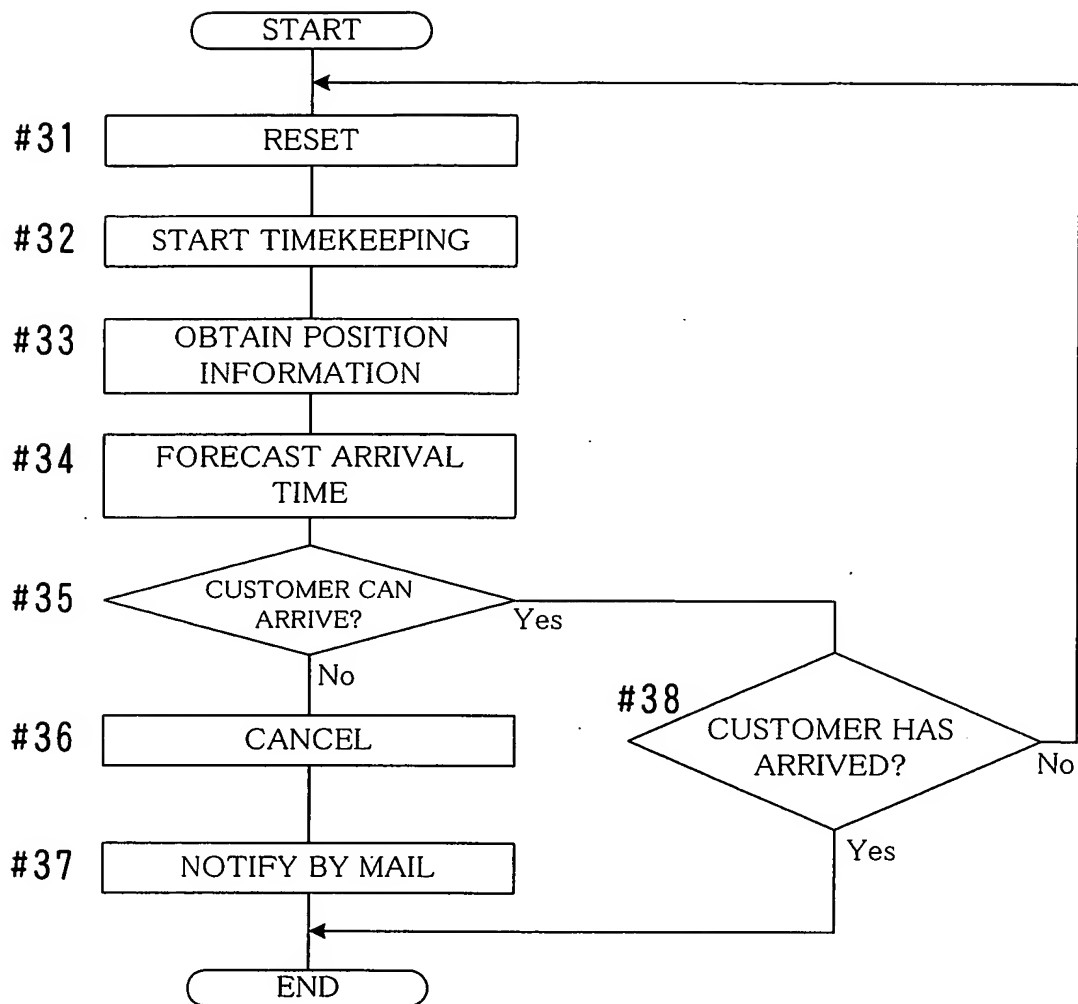


FIG.15

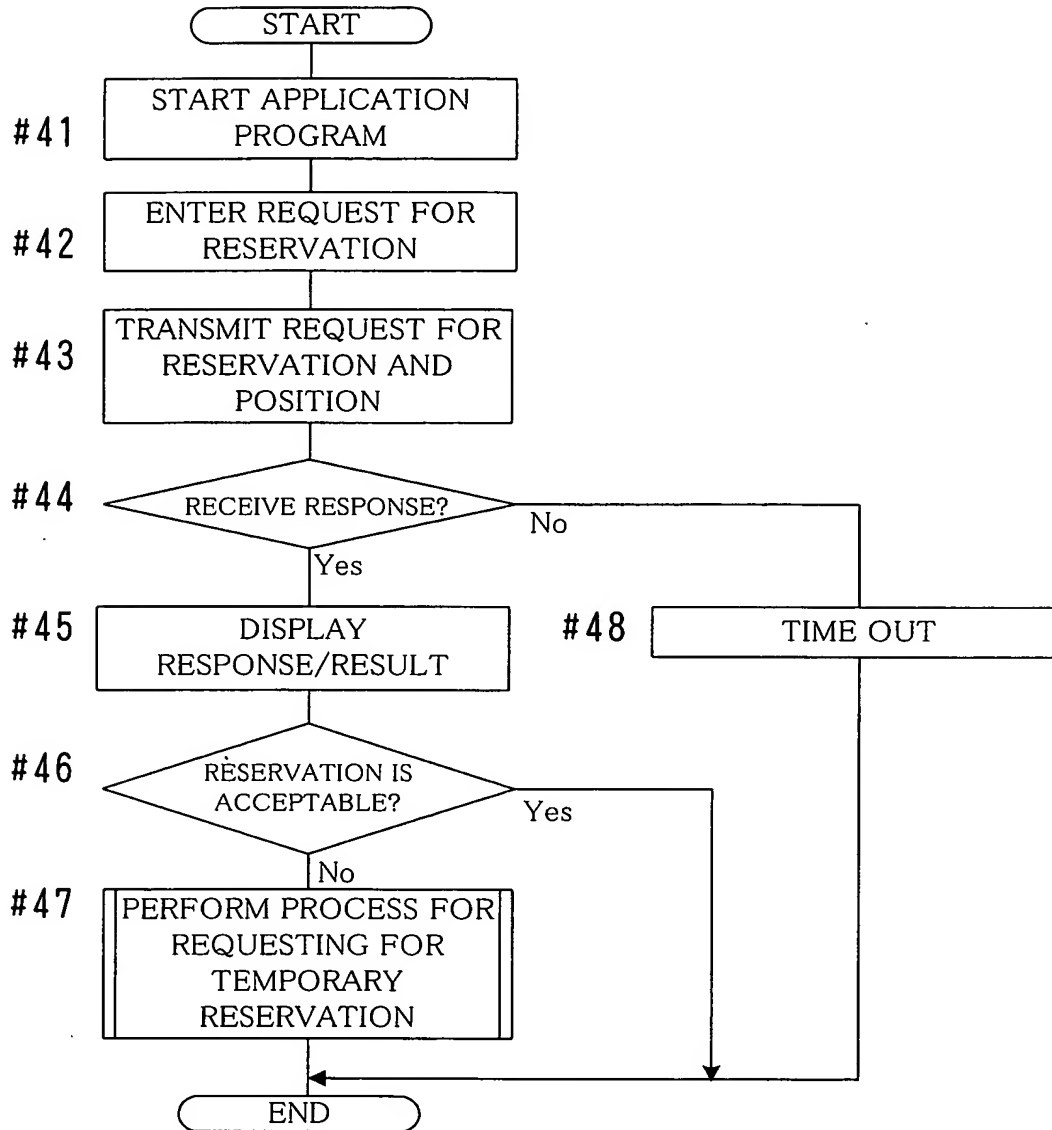


FIG.16

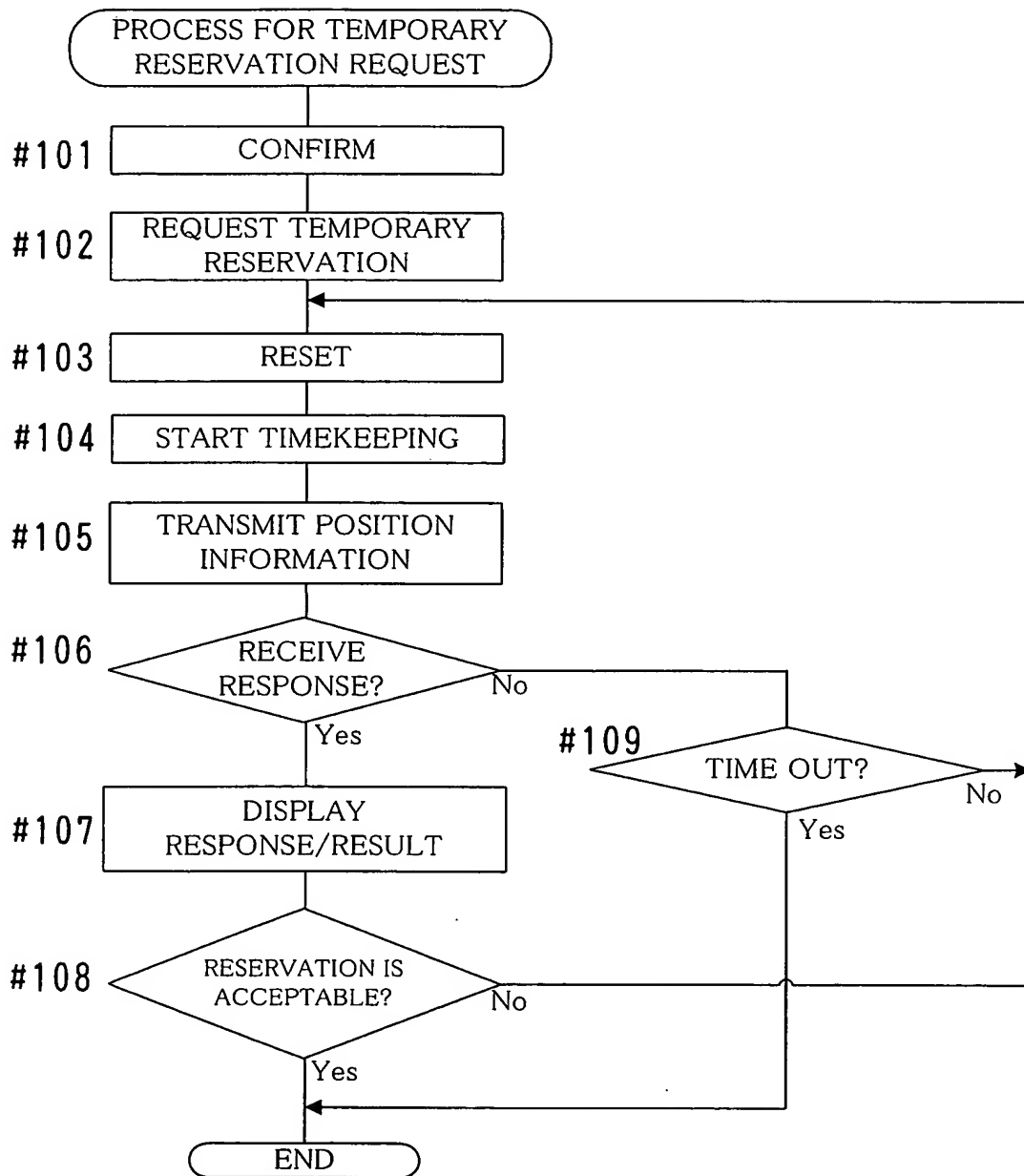


FIG.17

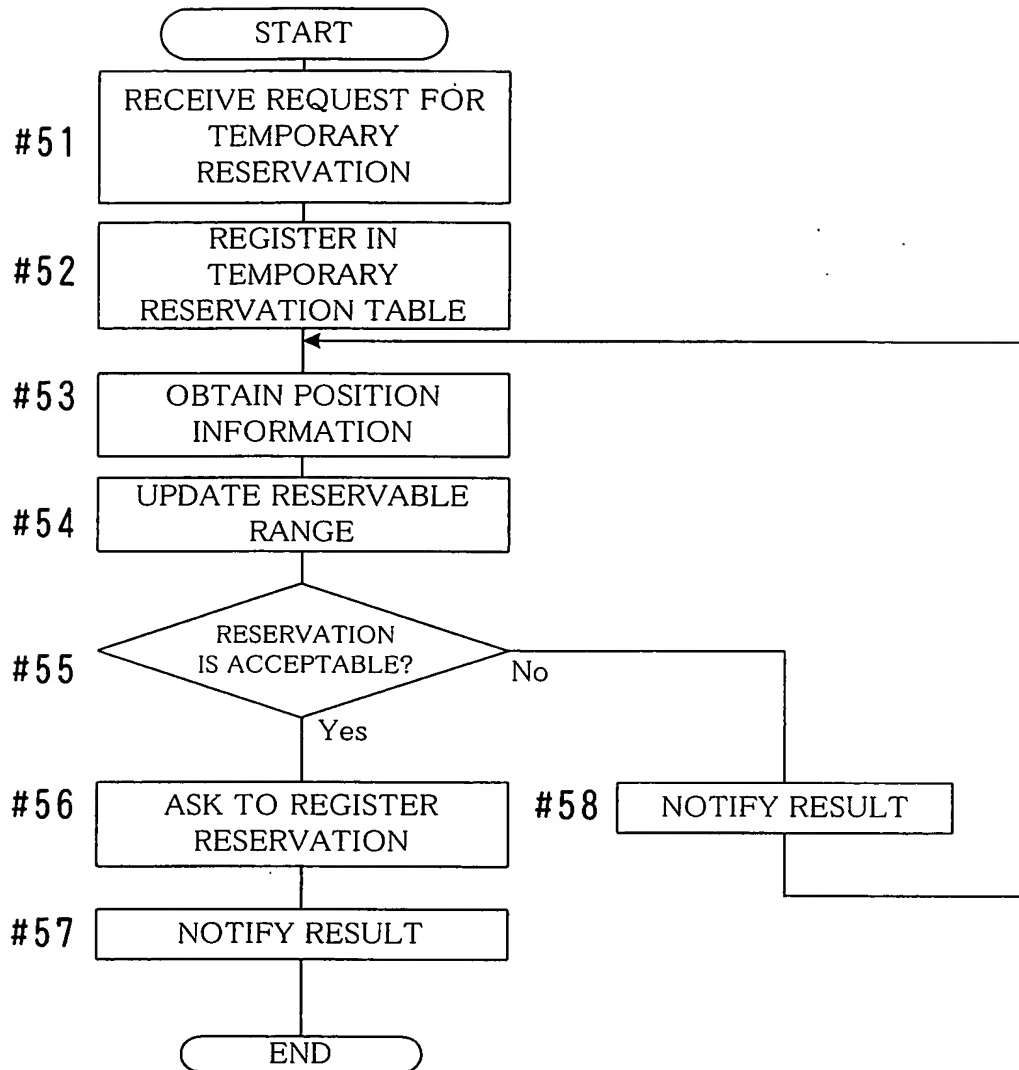




FIG.18

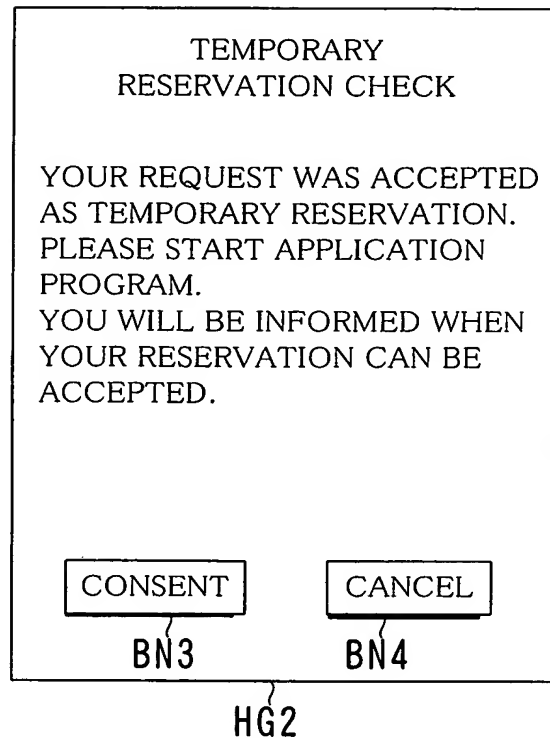


FIG.19

